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▶ Source of Data

The information contained in this Traffic Crash Facts booklet is extracted from law enforcement agency long-form reports of traffic crashes. A law enforcement officer must submit a long-form crash report when investigating:

Motor vehicle crashes resulting in death or personal injury, or

Motor vehicle crashes in which one or more of the following conditions occur:

Leaving the scene involving damage to an attended vehicle or property (Section 316.061 (1), F.S.);

Driving while under the influence of alcoholic beverages, chemical substances, or controlled substances or with an unlawful blood alcohol level (Section 316.193, F.S.).

An investigating officer *may* report other traffic crashes on the long-form. In particular, applicable statutes specify an officer's discretion to submit a long-form report in crashes where a vehicle is rendered inoperable to the degree that a wrecker is required to remove it from traffic.

Statutory revisions in 1983 and 1989 reduced the number of non-injury crashes required to be reported to the Department. Any presentation of historical data that includes such crashes, such as total traffic crash counts, will reflect these changes. Data on traffic crashes involving death, injury, or other criteria for law enforcement long-form reports as outlined above are not affected.

Please note:

All 1992 data in this publication have been updated from preliminary figures published in the Department of Highway Safety and Motor Vehicles *Traffic Crash Data, 1992*. Figures from the 1992 publication should not be used for year-to-year comparisons.

▶ Definition of Terms

The following terms are defined as they apply to the crash data presented in this publication. These definitions may differ from legal or other uses of the same terms.

Alcohol-related traffic crash- A crash involving a driver and/or pedestrian for whom alcohol use was reported (does not presume intoxication).

Bicycle- A vehicle propelled solely by human power or a motorized bicycle propelled by a combination of human power and an electric helper motor rated at 200 watts or less (this term does not include a vehicle with a seat height less than 26 inches from the ground when the seat is adjusted to its highest position, or a scooter or similar device).

Bicyclist- The driver of a bicycle. A passenger on a bicycle is considered a vehicle passenger.

Driver- Unless otherwise indicated, the operator of a motor vehicle or bicycle. Driver data typically exclude uninjured persons presumed to have been operating hit-and-run, phantom, or properly parked vehicles.

Fatal traffic crash- A traffic crash that results in one or more fatalities within ninety days of occurrence.

First harmful event- The first damage-producing event in a traffic crash.

Moped- A motor-powered cycle with a pedal-activated motor and two brake horse-power maximum.

Motor vehicle- Any motorized vehicle not operating on rails.

Motorcycle- A motor vehicle, with a seat or saddle for the driver's use, traveling with no more than three wheels in contact with the ground, excluding a tractor or a moped.

Motorcyclist- The driver of a motorcycle. A passenger on a motorcycle is considered a vehicle passenger.

Traffic crash- A crash involving at least one motor vehicle on a trafficway that is open to the public.

Traffic fatality- The death of a person as a direct result of a traffic crash within ninety days of the crash occurrence.

Vehicle occupants- Drivers and passengers of automobiles, vans, trucks, buses, and motor homes.

ALL CRASHES

Compared to 1996, there was a 0.3% decrease in traffic crashes investigated and reported.

Traffic crashes	240,639
Drivers involved	385,964
Average crashes per day	659

FATAL CRASHES AND FATALITIES

Compared to 1996, there was a 0.2% increase in traffic fatalities.

Fatalities	2,811
Fatal crashes	2,542

INJURY CRASHES

Compared to 1996, there was a 1.4% decrease in traffic injuries.

Injuries	240,001
Injury crashes	148,305

ALCOHOL-RELATED CRASHES AND FATALITIES

32.9% of traffic fatalities and 10.0% of traffic crashes were alcohol-related.

Alcohol-related fatalities	926
Alcohol-related injuries	21,772
Alcohol-related crashes	24,119
Alcohol-related fatal crashes	826
Alcohol-related injury crashes	13,204

CRASH ENVIRONMENTS

60.0% of all crashes occurred in primarily business areas, while 58.3% of fatal crashes were in open country or residential areas.

Crashes in Business Areas	144,483
Crashes in Residential Areas	68,907
Crashes in Open Country	27,249
Fatal Crashes in Business Areas	1,061
Fatal Crashes in Residential Areas	651
Fatal Crashes in Open Country	830

SAFETY EQUIPMENT

83.6% of motor vehicle occupants, bicyclists, and motorcyclists involved in crashes were reported using safety equipment, while 16.3% were reported not using safety equipment. Safety equipment use was not reported for 0.2%.

Vehicle Occupants Using Safety Belts	462,525
Vehicle Occupants Using Child Safety Seats	11,801
Vehicle Occupants Using Air Bags (Only)	2,249
Vehicle Occupants Not Using Safety Equipment	86,477
Bicyclists with Safety Helmet	536
Bicyclists without Safety Helmet	5,780
Motorcyclists with Safety Helmet	3,386
Motorcyclists without Safety Helmet	1,217
Safety Equipment Use Not Stated	978

PEDESTRIAN CRASHES

19.0% of all traffic fatalities were pedestrians.

Pedestrians killed	535
Pedestrians injured	7,794
Pedestrian crashes*	8,372

BICYCLE CRASHES

4.1% of all traffic fatalities were bicycle drivers.

Bicycle drivers killed	114
Bicycle drivers injured	5,717
Bicycle crashes*	6,343

MOTORCYCLE CRASHES

5.8% of all traffic fatalities were motorcycle drivers.

Motorcyclists killed	163
Motorcyclists injured	3,927
Motorcycle crashes	4,473

*Pedestrian and bicycle crashes include all crashes involving pedestrians or bicycles and are not comparable to crashes by first harmful event as reported in previous editions.

YEAR	LICENSED DRIVERS	REGISTERED VEHICLES	VEHICLE MILES*	CRASHES	NON-FATAL INJURIES	DEATHS	MILEAGE DEATH RATE**
1978	6,915,219	8,079,308	71,437	326,119	181,019	2,305	3.2
1979	7,341,081	7,724,148	74,651	343,542	190,697	2,635	3.5
1980	7,809,423	7,797,375	75,281	357,720	201,385	2,879	3.8
1981	8,222,403	7,887,881	76,146	368,766	205,437	3,119	4.1
1982	8,598,019	8,622,549	79,497	361,312	195,834	2,710	3.4
1983	8,987,493	9,064,490	81,775	384,614	194,791	2,729	3.3
1984	9,442,763	9,444,964	85,241	237,511	202,889	2,856	3.4
1985	9,630,975	10,827,693	88,057	250,412	216,596	2,870	3.3
1986	9,924,110	11,651,253	87,325	242,381	219,352	2,874	3.3
1987	10,241,063	11,738,273	92,865	240,429	215,886	2,891	3.1
1988	10,648,019	11,997,948	105,030	256,543	230,738	3,152	3.0
1989	11,109,288	12,276,272	108,876	252,439	230,060	3,033	2.8
1990	11,612,402	12,465,790	109,997	216,245	214,208	2,951	2.7
1991	12,170,821	11,184,146†	113,484	195,312	195,122	2,523	2.2
1992	11,550,126†	11,205,298	114,000	196,176	205,432	2,480	2.2
1993	11,767,409	11,159,938	119,768	199,039	212,454	2,719	2.3
1994	11,992,578	11,393,982	120,929	206,183	223,458	2,722	2.3
1995	12,019,156	11,557,811‡	127,800	228,589	233,900	2,847	2.2
1996	12,343,598	12,003,930	129,637	241,377	243,320	2,806	2.2
1997	12,691,835	12,170,375	133,276	240,639	240,001	2,811	2.1

*IN MILLIONS
**PER 100 MILLION VEHICLE MILES OF TRAVEL
†DECREASE REFLECTS CHANGE IN ACCOUNTING METHOD
‡REVISED